

Souvenir
Programme

Spedeworth International Limited proudly present

Price
35p

HOT ROD

CHAMPIONSHIP OF THE WORLD

SPONSORED BY



Ipswich Raceway
9th-10th-11th
July



and SPEED-WEEKEND
incorporating British Championship
Superstox

SPEDEWORTH INTERNATIONAL LIMITED



Hot Rods

Racing Director
Racing Manager
Assistant Racing Manager
Clerk of the Course
Lap Scorers
Commentators
Scrutineers

Pit Marshal
Starting Marshals
Accountants
Control Car Drivers
General Manager
Press and Public Relations
Programme Layout & Design
First Aid
First Aid (Aldershot)
Photographers

**PROUDLY
PRESENT**

Superstox



ADMINISTRATION

Les Eaton
 John Clark
 Mark Eaton
 A. Hay, J. Gray, G. Harvey
 V. Corrigan, S. Buxton, J. Studd, M. Eaton
 J. Earrey, J. Clark, J. Sound, S. Perren
 D. Cox, D. Massey, N. Savage,
 G. Rumsey, M. O'Neill, T. Eggar, J. Gray
 E. Scruby, K. Taylor
 E. Weaver, D. Smith, J. Butler
 R. Tanswell, R. Durrant, W. D. Gay, L. Barnes
 M. Egan, K. Alecock
 W. D. Gay
 J. Clark
 J. Clark
 St. John's Ambulance Brigade
 Spedeworth First Aid Unit
 E. Setchell, F. Buss, L. Gillingham, T. Van Clarke

SPEDEWORTH INTERNATIONAL CONTROL BOARD

Affiliated to

SPEDEWORTH (SCOTLAND) LTD. COWDENBEATH, SCOTLAND
 AUTO SPEEDWAY CLUB - NETTETAL - GERMANY
 EMS-EMSA, ESBJERG, DENMARK
 AUTO SPEEDWAY CLUB, VALENTIJNSTRAAT 16, TILBURG, HOLLAND
 HEDNESFORD RACEWAY, HEDNESFORD HILLS, BIRMINGHAM
 FORMULA 1 S.C.O.T.A., LONDON

FLAG SIGNALS

RED - Stop racing.
GREEN - All clear to race.
YELLOW - Keep racing with caution. No overtaking. This applies until Green flag is shown.
BLUE - Give way to driver behind (Hot Rods and Midgets only).
BLACK and WHITE CHEQUERED - Race winner.
BLACK - Leave track (disqualified).

WARNING MOTOR RACING IS DANGEROUS

You are present at this meeting entirely at your own risk and admission is subject to the conditions that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the track and the drivers and owners of the vehicles and passengers in the vehicles are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

Spectators are requested to keep off the course. Also the public are requested not to damage property, cause fires or leave litter.

All Rights Reserved. - No photographs unless written permission from the Company.

The Company reserved the right to add to or withdraw any car from, whether published or not, any race concerned at this meeting.



Stock Cars

NO BETTING ON THE PREMISES

Midgets



HEAD OFFICE
 ALDERSHOT STADIUM,
 TONGHAM, Near FARNHAM,
 SURREY GU10 1AN
 Tel: Aldershot 20182/28354

**EUROPE'S LARGEST MOTOR SPORT
PROMOTERS**

Reg. Office: 61 Portland Place, London W1N 3AJ

Errey's Printers Limited, Heathfield, Sussex.

EAST ANGLIAN OFFICE
 WISBECH STADIUM,
 SOUTH BRINK,
 WISBECH, CAMBS
 Tel: Wisbech 4736

Rod On '76

Hi there race fans, welcome to the Foxhall Heath Raceway and this Spedeworth International presentation of the Hot Rod Championship of the World and speedweekend sponsored by BP Oil and Custom Car Magazine.

This weekend promises to be the biggest yet with drivers from all part of the World competing.

Without dwelling too much on this weekend apart from saying let your hair down and enjoy yourself I would like to move on to the coming week. A series of England V the World Hot Rod test matches will be staged, the first one at Gt Yarmouth on Tuesday 13th July, at Aldershot on the Thursday and on Saturday the Grand Final at Wimbledon. The tests have been an enormous success with some close results in the past, so make sure you don't miss out on this new series.

As a follow up to the test we are running a series of England V South Africa with the Hot Rods, the Springboks being over here on a 4 week tour. This will be the first time the countries have met over here in a test series with rods, the first inter country test being with Superstox about six years back. Unfortunately these dates have been left off the current fixture list so make sure you get a revised list to be really up to date.

Awaiting the fixture date from German promoter Hans Heushen for an England V Europe Hot Rod test at the Kaldenkirchen raceway, this date should be announced during



C. Facey at speed in the Opel Kadett at Long Marston

the weekend but looks probable for mid-September. A coach tour is planned when the date is fixed so keep your eyes skinned on the programmes and fixture list for further details.

A big thank you to all the drivers and officials who go flat out to make this whole weekend possible. It is hoped to make time during the weekend to introduce to you the race officials whose lives revolve around our sport and show dedication second to none. When they come onto the raceway give them a big round of applause and show your appreciation.



The very quick Toyota of Verstegen Ger in Germany

Well, that just about winds it up from me, looking forward to seeing you around the raceways during the rest of the season and to receiving some letters on your opinions of the weekend to print in the next Wheelspin.

Drive home safely,

Bye for now,

John B F Clark



Kenny Ireland (196)

Southdowner

I occasionally have a go at Spedeworth over the number of 'championship' meetings they hold during the season but this Ipswich three day meeting with its getting together of perhaps the biggest collection of star racing drivers in the world is a meeting for which I have nothing but praise. A World Championship for Hot-rods, a British Championship for Superstox and a British Drivers Championship for Formula One plus a World of Sport Production car race which



Pete Shepherd Formula 1 No. 252

must take its place as a Production Car Championship is surely the biggest gathering of class ever seen. Now all we want is a fine week-end so that the drivers can give their best and you fans can enjoy yourselves to the utmost not only watching



Richard Ahern controversial figure around the southern raceways

the racing but all the extra gimmicks Spedeworth are supplying. Gimmicks at a short afternoon or evening meeting are, to my mind, a waste of racing time but on a three day 'do' they are a must and will go a long way to keep you entertained during those intervals which must come in so big an event. Even you folk who call out for more and more racing will have your fill this weekend.

Remembering how so many of you went on that recent European tour I expect we shall be welcoming many of our European friends who have made their trip across the water to follow their hot-rod drivers in the World Championship and see how we English people run our meetings. Of course, we shall be invaded from over the Border by some hard racing superstox challengers with their oh so quiet band of supporters and while we like to see all our visitors I am hoping they will all return home empty handed when it comes to winning the big races—in fact I am hoping that every winner will come from the South for it's about time we got our own back on those Anglian wins of 1975. But perhaps it is the racing which counts for most. Despite the amount of sponsorship now coming into Spedeworth oval circuit racing most of the drivers still race for the sport and we rarely get any real aggro. Even with sponsorship few drivers can even cover expenses and when you think of the miles and time spent by even the mere rookie to give you entertainment I am sure you are going to show each and every competitor how much you appreciate their efforts. That small gang of fans who come down from Scotland for the big meetings really raise the roof and they must give their drivers a great boost. You can do as well—just show it.

Just a thought for you as you drive home after seeing this fast and great lot of racing. Remember you will not be on a raceway—other drivers can be coming the other way, and very likely you will not have the skill of the men you have been watching. Please drive with care and those of you who believe in the safety belt—remember to belt up.

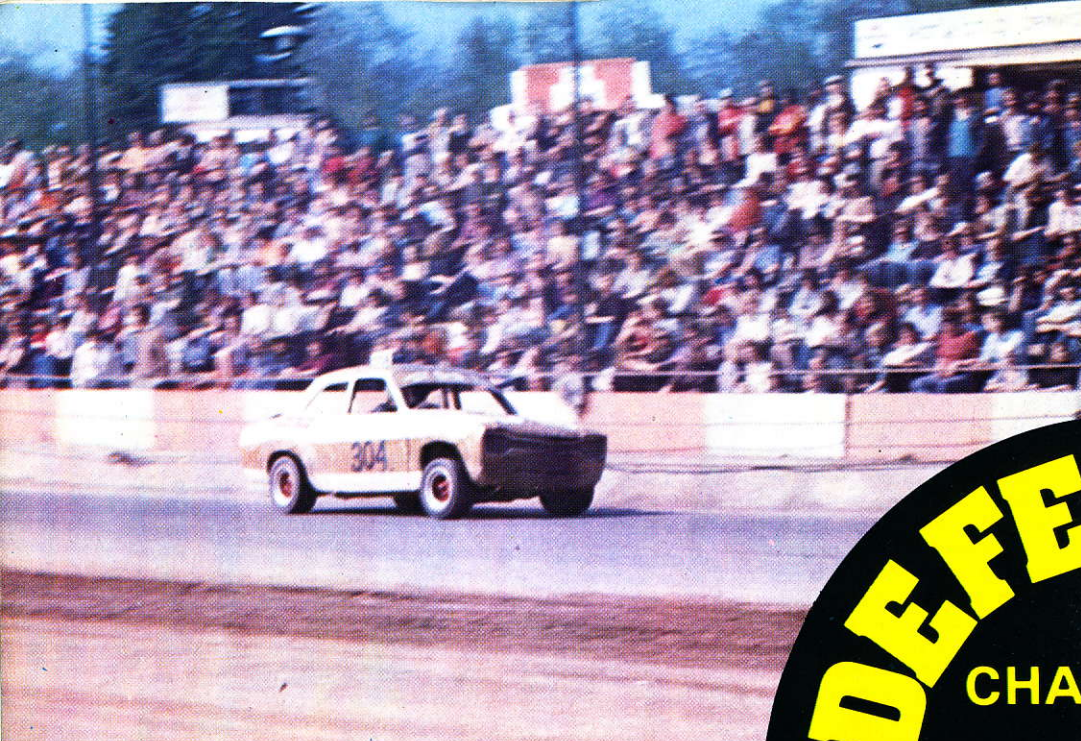
Superstox Scene

BY SOUTHDOWNER

Talking recently to a superstox mechanic he remarked on the number of 'championships' there are these days and said how different it was to the old days when the small number of championships were gradually built up in stature as drivers strived to qualify and how those championships had a something missing nowadays. His driver is racing in this year's British Championship for Superstox and I know he thinks this championship is one of the real ones which every superstox driver wants to win. And how open this year's race must be. Looking into my crystal ball I see just a jumble of numbers—in fact it cannot even tell me who has qualified so I am having to make a guess at my top choices. I suppose that if I HAD to forecast a possible winner it would be Steve Monk. His car sounds great—his racing is fast and hard and he appears to be a man who is not ruffled if things go wrong. His position at the top of the points chart is proof of his consistency and given the average luck he must be up there at the finish. On the crest of the wave at the moment is Mark Eaton with that nice looking superstox. Having got over the stage where he was constantly involved with back markers Mark has chalked up a number of points and is full of confidence. If brother Roy gets in the line up also it could be an Eaton tussle for the championship. Only occasionally seeing Anglian drivers I can pass little comment on most but I have had the pleasure of watching the Cayzers when they come South, especially Alan and can understand the esteem he has for he races in a very determined style and has an eye for the split chance of getting past an opponent. The same opportunism can be attributed to Dave Pierce, still to my mind the gentleman of superstox racing. I always have the impression that Dave is quite happy to be amongst the placed men in any heat then turns the heat on in the final—usually with devastating effect. Lately he has perhaps been quieter than usual (I even saw him misjudge a race which is unusual) but the Championship is a race which brings out the best in any driver and ones like Dave in particular. Pete Welland is

an enigma to me. Quiet, out of the limelight and in a car which I feel sure must be years old, Pete still manages to get among the points and the placings and I well remember his showing during recent years. Dave Willis—now into a driver who amazes me. Nearly every time I watch Dave racing he seems to get into trouble yet there he is, well up in the reds but I think something serious must happen to a load of stars before Dave could be British Champion. I think that also applies to Bill Bridges who is another superstox man who meets more than his share of trouble. Bill is a very impetuous type of driver and this can lead him into a load of trouble and I just cannot see him curbing his impatience enough to run a full trouble free race. I am not sure if Derek Warwick has even got among those qualifying for the final for we have seen him only a few times during this season and even if he has qualified I am in doubt of his success. Derek has been making a name for himself on the big circuits in Formula Ford and I understand he has had some big offers for next year and though he still makes appearances for Spedeworth his car seems to lack the reliability it once had and Derek some of his enthusiasm. It's a hard task to serve two masters and Derek may be finding Formula Ford too big a draw.

Amongst each Superstox formula are drivers who consistently pick up points yet rarely take a chequered flag. One such man is John Fenton whose driving matches up to his always well turned out car but just lacks the go to get number one in a race. John is one of the lads who finds himself involved in some other drivers mishaps, but despite damage to his car I have never seen 403 arrive at a raceway other than in absolute tip-top condition—an example to many other drivers. Other Southern drivers in with a chance. You can never leave out Jim Davey when it comes to the big uns. If it should be wet—and even that could happen—Jim is a joy to watch especially on the bends. Often have I seen his car go round a bend with the tail hanging right out but with everything well under control and I can remember a recent final at Aldershot where Jim out-thought and out manoeuvred Dave Pierce and that take a lot of doing. Another man who has been chancing his arm a lot this season is Johnny Edwards who came back with a bang in his new car and has been showing the way round to many a star. John is a hard driver and if he gets out in front wants a lot of catching and he has been developing the habit of getting in front.



▲1975 World Hot Rod Champion 304 Derek Fiske
Diss, Norfolk.



▲1975 British Superstox Champion 443 Steve
Monk. Horley, Surrey.

DEFENDING CHAMPIONS

RODDIN' AT RANDOM..



Man on the Terrace

In the four years history of the World Hot Rod Championship, a driver attached to Spedeworth (England) has won every year, despite the growing threats from Scotland, South Africa and the continent, to say nothing of the English drivers from such organisations as Hednesford, and the Midland Hot Rod Club, whose drivers won the recent match at Brafield. Today twelve Spedeworth drivers will do their best to keep the title within the promoting organisation. Eleven of these are the top men in the current National Points Championship. The twelfth is the defending champion Derek Fiske. Let's have a quick look at their qualifications.

Barry Lee (351) A born showman who has attracted an enormous amount of publicity to the Rods. Has competed as a speedway rider, in



Peter Stone 171 2nd in the BP-Custom Car 100 Lapper

Rallycross and drives in the RAC Rally. Won everything there is to win in Hot Rods and made the Escort the 'in car' for the sport. World Champion in 1973 and 1974. Runner up in 1975 after starting at the back. Points Champion last year and won the European, English and National Championships, the last at Hednesford. British Champion 1971 and 1972. 235 Pts.

George Polley (306) A former stock car driver who was Spedeworth's first star in the Hot Rods. Without him the sport might never have caught on so well, especially at Wimbledon where he was the idol of the crowd. British Champion 1969, 1970, 1973. Stays loyal to his Anglia. Won the Suffolk Trophy here at Ipswich three weeks ago and has this year won the British Match Race Championship and the Fen Championship. 211 Points.

Micky Hall (563) Ex Stock Saloon driver who recently turned out in a superstock. Last year



Carl Erik Kristensen from Denmark to contest the Hot Rod World Championship

was runner up in the British Championship and third in the European. This year has been in superb form. 163 Points.

Micky Codling (566) Another driver on top form at the moment. Runner up to Chris Gautrey in this year's London Championship. 155 Points.

Dave Bozzard (99) 1973 Match Race Champion and this year replaced Barry Lee at the top of the Points chart for one grading period. Runner up to Barry in last year's European Championship. 134 Points.

Peter Stone (171) Runner up in this year's European Championship after a successful trip to South Africa last winter. In 1975 was third in the English Championship and third behind Lee and Fiske in the Supernational. 110 Points.

Mick Collard (19) One of the sport's great characters, Duffy is controversial but a brilliant driver, as he has also been in Stock Saloons and Bangers. British Champion in 74. 104 Pts.

Phil Powell (331) Runner up to George Polley in this year's Match Race Championship, he has made a most successful return to the sport after a long absence. 104 Points.

Pete Winstone (128) Won the 1976 European Championship, his first major success. 98 Pts.

Aubrey Dance (70) Won the 1964 British Superstox Championship. Left the Spedeworth organisation for a short time to race elsewhere, but returned when the Stock Saloons were introduced. He, along with Eddie James and Graham North, really made the formula a success, and 'Foxy' became one of the biggest personalities around the raceways. Has been racing a Hot Rod for a couple of years or so, but has only just achieved Star status in time to qualify for today. 96 Points.

Terry Bell (170) Has had no great success in Championships so far but has had a good season. 87 Points.

Derek Fiske (304) 1975 World and British Hot Rod Champion. British Superstox Champion 1966, 1967, 1968 and 1970. Won 1973 Hot Rod Supernational. You cannot argue with that sort of record. Toured South Africa last winter and has found it tough going this year, always starting at the back. 75 Points.

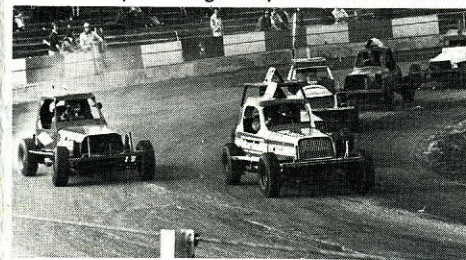
Voice of East Anglia

JOHN EARREY

Hi! Everyone.

To my way of thinking this weekend is the most important in the world of small oval motor racing of the year. Nothing compares with it and nothing every will. The setting at Foxhall Heath is perfect. Spedeworth International knows it, everyone in competition knows it even if they won't admit it and everyone who has been to one before knows it. Some grand times have been had in the past, in particular those who have had to travel long distances to be here: from Scotland and the Continent and those who make their annual trek East from the Southern hemisphere.

In my job I get about a bit. When ever I go to one of the southern tracks and talk to both officials and supporters the big weekend at Ipswich always crops up. I hear tales from all sorts and by and large they are the kind of tales

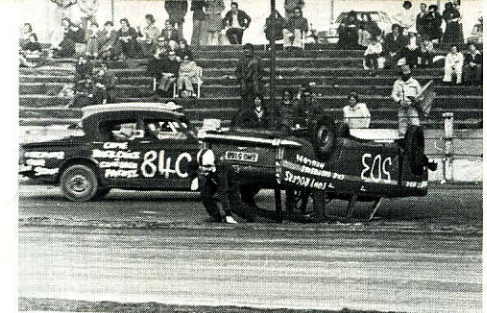


Alan Cayzer heads the pack at Ipswich

that will bring back the memories for years to come. Most of them, fortunately are pleasant memories. The Scots reckon it is Utopia itself—far from home so as not to care but so important for their own prestige. They love the sight of Newcastle Brown and of their own drivers out on the raceway dicing with the cream of the respective formulas. The continentals have never had it so good either. With the port of Felixstowe so near and handy the journey to Ipswich is a snip. Townsend Thorensen see to that.

The weekend itself has the added spice of being televised from coast to coast on ITVs World of Sport. Thank goodness for ITV. If it wasn't for them we would still believe the sport of this country consisted of soccer, boxing and horse racing only. Oh! yes, in the summer it's cricket and two weeks of tennis!

The weekend itself, of course, is all about the



Rapid escape for Tony Rogers at an Ipswich Banger meeting

World Hot Rod Championship. Or should I say, it was. This year we are presenting not only that but also the Superstox British Championship and the Formula one British Drivers Championship. (Remember that enormous trophy?) Not to mention the production car race and the Banger Destruction Derby. Talking of the Banger derby I am pleased that the local radio station Radio Orwell (their mast is now a landmark here) have become involved. Unfortunately for us they have established a rather successful cricket team for Sundays which means that their staff have been pre-occupied with that rather than the events staged on alternate Sundays here at Foxhall. I think after this weekend they will realise that Foxhall Heath is not only the place where their transmissions are made!

So what of the East Anglian part of the show? Well, we must confess they haven't done too badly in the past. Derek Fiske and Barry Lee have seen to that. This year it might just be different. In the hot rods, competition is stiffer each year. We must never rule out the challenge from Scotland and the continent. I am one who would not be surprised to see someone like Kenny Ireland or Carl Erik Kristensen take the title. But being patriotic and a Union Jack waver I must forecast another win for England. I have a feeling that we shall see a new name on the trophy this year. Barry Lee and Derek Fiske must never be discounted. But I have that feeling (horrible though it is) that the title may go elsewhere this year. Perhaps George Polley. If it does I shall not cry. George deserves a major title. He is one of the finest drivers ever to grace our circuits and would be a genuine world champion. Duffy Collard has proved he is capable of doing it by virtue of his second placing two years ago when he dived it with Lee to the chequered flag. Micky Hall has had such a run of bad luck with damaged cars that a win in this event would be justice done. I cannot see any of the others having the stamina or the speed to last the distance so if Gerry or Derek do not take the title then George Polley must be the man. We shall see.

OF EVENTS

RACE FOURTEEN HOT RODS																20 LAPS
RESULTS 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....																

RACE FIFTEEN SUPERSTOX																20 LAPS
RESULTS 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....																

RACE SIXTEEN HOT RODS																LAPS
RESULTS 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....																

RACE SEVENTEEN BANGER DEMOLITION DERBY															
RESULTS 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....															

GRAND FINALE FIREWORK DISPLAY BY PHEONIX FIREWORKS

Sunday, 11th July

10.30 AM Star studded Football Match

JOHN CLARK'S HOT ROD ALL STARS V
MARK EATON'S SUPERSTOX SUPERSTARS

11.30 AM AERIAL DISPLAY BY KEITH STEWART

THE KITE MAN

KITES ON DISPLAY AND FOR SALE AT THE STADIUM

**12.15 AM Marching Display and Music by
JUNIOR PARATROOP DRUM CORPS.**

The Junior Paratroop Regiment is comprised of boys straight from school between the ages of 16-17 that have joined the Paratroop Regiment as Junior soldiers. Here they live an exciting life of adventure and travel and the benefit of a further education.

All the boys you see here today are volunteers to the Drum and P.T. Display team, practicing in their own time and always working to perfection, which helps them with timing and punctuation in later life.

1.30pm GRAND PARADE FOR ALL FORMULA

RACE ONE SUPERSTOX																20 LAPS
RESULTS 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....																

RACE TWO FORMULA 1																20 LAPS
RESULTS 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....																

RACE THREE HOT RODS																20 LAPS
RESULTS 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....																

RACE FOUR STOCK CARS																20 LAPS
RESULTS 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....																

RACE FIVE HOT RODS EUROPEANS																20 LAPS
RESULTS 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....																

RACE SIX FORMULA 1 GRAND FINAL																25 LAPS
RESULTS 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....																

RACE SEVEN TOLLY COBBOLD TROPHY STOCK CAR GRAND FINAL																25 LAPS
RESULTS 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....																

RACE EIGHT BURTON PERFORMANCE CENTRE TROPHY SUPERSTOX GRAND FINAL																30 LAPS
RESULTS 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....																

RACE NINE WHIPP STREET MOTORS TROPHY HOT ROD GRAND FINAL																30 LAPS
RESULTS 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....																

SPEDEWORTH INTERNATIONAL LIMITED, all the Staff and Drivers sincerely hope that you have had an enjoyable weekend and we look forward to seeing you during the year around the Spedeworth raceways.

A big thank you to our sponsors BP Oil and Custom Car Magazine for their support and the Grand Final Trophy sponsors, remember, our sponsors support us, PLEASE SUPPORT THEM.

As a final reminder please leave the racing to us and have a safe and pleasant journey home.

Bye for now,
John B F Clark Racing Manager

Team Super Visco

**Super Visco-Static. Your engine.
What a team!**



CHAMPIONSHIP

1972 BOB HOWE

1973 BARRY LEE

197

SATURDAY 10th JULY

ENGLAND



No. Driver

351	B. Lee	Escort Mk2
306	G. Polley	Ford Anglia
563	M. Hall	Ford Escort
566	M. Codling	Ford Escort
171	P. Stone	Ford Escort
504	T. Selby	Ford Escort
19	M. Collard	Ford Escort
331	P. Powell	Ford Escort
128	P. Winstone	Ford Escort
70	A. Dance	Ford Escort
170	T. Bell	Ford Escort
304	D. Fiske	Escort Mk2
121	T. Laffey	Ford Escort
356	G. Bland	Ford Escort
156	S. Jackson	BLMC Mini
242	P. Stevens	Ford Escort

SCOTLAND



No. Driver

196	K. Ireland	Ford Escort
140	G. Wait	Hillman Imp

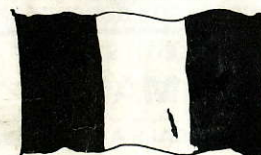
DENMARK



No. Driver

5	C. E. Kristensen	Ford Escort
66	B. Laursen	Volkswagen

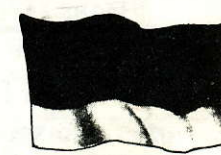
NORTHERN IRELAND



No. Driver

10	R. Francey	Ford Escort
155	E. Kirkpatrick	BLMC Mini

W. GERMANY



No. Driver

1	W. Vohs	N.S.U.
79	P. Fluers	B.M.W.
16	K. Heusben	N.S.U.

GRID POSITIONS BY PUBLIC DRAW

66	121
566	167
2+2	108
356	331
155	306
3	22
19	13
21	304
5	+6
10	43
+5	16
140	+8
+2	504
20	15
170	196
128	171
	351

ROD OF THE WORLD

6

1974 BARRY LEE

1975 DEREK FISKE

LY 3.30PM

SOUTH AFRICA



HOLLAND



BELGIUM



No. Driver	Car	No. Driver	Car
22 C. Samons	Ford Anglia	45 P. Smit	Datsun
3 H. Steenkamp	Ford Escort	48 V. Ger	
4 J. Coetzee	Ford Escort		
46 J. Du Plesses			

No. Driver	Car
42 J. Clerx	Ford Escort

RACE POSITIONS AT
10 LAPS

1..... 2..... 3..... 4.....

20 LAPS

1..... 2..... 3..... 4.....

30 LAPS

1..... 2..... 3..... 4.....

40 LAPS

1..... 2..... 3..... 4.....

50 LAPS

1..... 2..... 3..... 4.....

60 LAPS

1..... 2..... 3..... 4.....

OFFICIAL PRACTICE TIMES

Car No.	Time	Car No.	Time	Car No.	Time

FINAL RESULTS

SUBJECT TO ELIGIBILITY
CHECKS & OFFICIAL
CONFIRMATION

FIRST

306. George Volley

SECOND

121. Tom Hoffer

THIRD

566. Micky Coddling

FOURTH

351. Barry Lee

FIFTH

.....

SIXTH

.....

TROPHIES TO BE PRESENTED
BY LES THACKER
B.P. MOTORING SPORT
COLIN GAMM CUSTOM CAR
MAGAZINE

CUSTOM CAR

Have a
good trip...



...with Custom Car, just 35p, out on
the second Friday of every month.
Don't miss it.

Ipswich Stadium, July 10th and 11th, 1976

No.	Name	Hometown
HOT ROD RESERVES FOR WORLD FINAL		
366	Pete Hemmings	Mitcham
184	Chris Gautrey	Reigate
108	Bob Howe	Chiswick
119	Gerry Collard	Aldershot
325	Bill Betteridge	Basingstoke
195	Gray Davis	Cranford

SUPPORTING PROGRAMME

RED GRADE	
7	Brian McGinley
410	James Murray
16	Geoff Cowley
51	Geoff Keets
108	Bob Howe
118	Lloyd Shelley
119	Gerry Collard
139	Ray Vale
184	Chris Gautrey
195	Gray Davis
218	Martin Brundle
325	Bill Betteridge
366	Pete Hemmings
526	Dave Olding
	Ballymoney, N.I.
	Ballymoney, N.I.
	Bexley Heath
	Cove
	Chiswick
	Chelmsford
	Aldershot
	Chigwell
	Reigate
	Cranford
	Kings Lynn
	Basingstoke
	Mitcham
	Camberley

BLUE GRADE	
6	Graham Holmes
14	Colin Facey
43	Bryan Wright
44	Les Trussler
61	Gordon Barber
67	Micky Dunne
102	Tony Marren
110	Roy Cook
201	David Hook
134	Jerry Wilson
183	Phil May
216	Tony Fewell
219	Stephen Faulkner
250	Keith Sheffer
335	Dave Smart
388	Kevin Dutton
401	Leon Smith
480	Johnny Melia

SUPERSTOX

BLUE GRADE		
3	Maurice Nancarrow	Havant
26	Alan Harris	Betchworth
89	Bill Stewart	Farnham
211	Howard Cole	Peterborough
255	Jack Savage	Kings Lynn
721	Bert Hawkins	Earlsfield

YELLOW GRADE		
11	Steve Edwards	Fordingbridge
122	Stanley Quinell	Iver
198	Tony Frooms	Strood
209	Barry Watson	Nottingham

No.	Name	Hometown
263	Martin Burch	Watton
282	Chris Green	Shoreham by Sea
291	Mike Holton	Thetford
377	Basil Moore	Hatfield
379	Ron Cayzer	Saffron Walden
413	David Tate	St Leonards on Sea
489	Paul Methley	Aldershot

WHITE GRADE

33	Lance Blackledge	Dunstable
43	Fred Cracknell	Bishops Stortford
73	Jim New	Cranleigh
91	Bob Wilkins	Thetford
98	Brian Manns	Portsmouth
124	Ian Chisholm	Wheathampstead
182	Gary Burch	Watton
384	Tony Jefford	Haywards Heath
412	Doug Millbank	Stanmore
537	Colin Hewitt	Heathfield
586	Marcus Retchless	Spondon
661	Graham Dockerill	Ipswich
768	Derek Hales	Thetford

STOCK CARS (TELEVISED RACE)

SILVER
351 Jeff Olding Hanworth

RED GRADE		
8	Tex Tilby	Hounslow
130	Dave Davenport	Sandy
137	Terry Thorpe	Hayes
163	Paul Tegardine	Wisbech
275	Peter Dalton	Farnham
334	Chris Olding	Isleworth
402	Brian Sayers	Battle
465	Rick Organ	Croydon
591	Geoffrey Morris	Maidenhead
636	Conrad Self	Derham
703	Colin Sole	Wisbech
923	Kenneth Cooke	Norwich

BLUE GRADE	
296	Gerry Davis
447	Pete Barrett
459	Ricky Royle
470	Mike Baker
558	Dick Hall
562	Horace Barnes
733	Ray Molyneux
776	Tony Jones
811	John Wren
	West Ealing
	Downham Market
	Ipswich
	Halstead
	Norwich
	Dereham
	Caterham
	Eye
	London

YELLOW GRADE

44	Arthur Howes	Norwich
87	Roland Usher	Caterham
99	Wally Hall	Bury St Edm
126	Colin Barnes	Dereham
156	Ray Goudy	Stowmarket

WHITE GRADE	
238	Eddy Aldous
299	Peter Smith
525	Nigel Trench

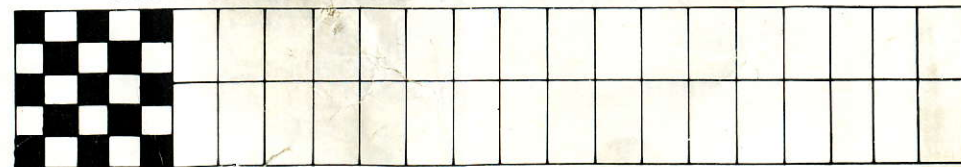
1962	Tony Maidment	17
1963	Stan Ingle	2
1964	Aubrey Dance	70
1965	Stan Ingle	2
1966	Derek Fiske	304
1967	Derek Fiske	304
1968	Derek Fiske	304

ENGLISH QUALIFIERS

No.	Name	Hometown	No.	Name	Hometown
GOLD			407	Jim Davey	Ottershaw
482	Neil Bee	Downham Market	497	Alan Barrett	Iver
			546	John Gray	Downham Market
SILVER			665	Dave Willis	Slough
443	Steve Monk	Horley	685	Brian Jones	Tadworth

RED ROOFS			Reading		
18	Mark Eaton	Aldershot	17	Roy Eaton	Reading
174	Tony Roots	New Malden	24	John Coupland	Bournemouth
213	Doug McMahon	Diss	97	Chris Cooper	High Wycombe
217	Bob Perry	Diss	170	Howard White	Harpenden
258	Bill Bridges	Crawley	235	Stu Blythe	Kings Lynn
320	Dave Pierce	Dorking	323	Dave Turner	Ely
380	Alan Cayzer	Saffron Walden	328	Keith Watson	Gt. Yarmouth
381	John Cayzer	Saffron Walden	354	Keith Goodings	Kings Lynn
397	Paul Pearson	Maidenhead	417	Roger Warnes	Kings Lynn
400	Jim Kendall	Norwich	481	Colin Bradley	Winchester
403	John Fenton	Farnham	494	Tony Smith-Weller	Reigate
			744	Norman Hicks	Camberley

GRID POSITIONS BY NATIONAL POINTS ORDER



76

Championship

Postox

TELEVISION "TOWNSWORLD" TROPHY

SCOTTISH QUALIFIERS

No.	Name	Hometown	No.	Name	Hometown
94	Vic Russell	Dunfermaline	55	Bob Morton	Abernethy
41	Gordon McDougall	Edinburgh			

SCOTTISH OPEN CHAMPION

81	Bill Pullar	Laurieston
84	Les Brown	Edinburgh

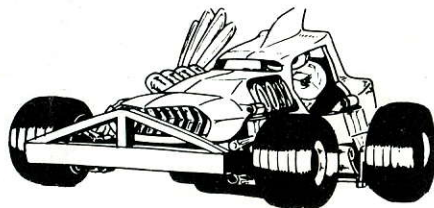
FINAL RESULTS

FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH



35 LAPS

1969	Dave Pierce	320
1970	Derek Fiske	304
1971	Gordon McDougall	41
1972	Dave Pierce	320
1973	Bob Perry	217
1974	Malcolm Paterson	107
1975	Steve Monk	443



SUBJECT TO ELIGIBILITY
CHECKS & OFFICIAL
CONFIRMATION

RACE POSITIONS AT

10 LAPS
1..... 2..... 3..... 4.....

20 LAPS
1..... 2..... 3..... 4.....

30 LAPS
1..... 2..... 3..... 4.....

No.	Name	Hometown
STOCK CARS		
YELLOW GRADE		
105	Derek Keeley	Lewes
146	Todd Sweeney	Slough
265	Graham Nunn	Wisbech
272	Dick Doddington	Bungay
274	Geoff Hubbard	Long Stratton
303	Alan Parker	Norwich
440	Danny North	St Johns Wood
446	Rod Barrett	Kings Lynn
512	Alan Pye	Braintree
WHITE GRADE		
31	Mick Gilboy	Kings Lynn
45	Robert Wolf	Enfield
270	Joe Fuller	Halstead
365	Fred Ambrose	Colchester
585	Basil Tyte	Ipswich
667	Barry Cousins	Tiptree

TELEVISED DEMOLITION DERBY RACE

EAST ANGLIAN		
9	Tony Williamson	Wisbech
10	Terry Kirk	Rainham
11	Mick Bailly	Newmarket
14	Mick Baxter	Newmarket
25	Alan Stern	Walthamstow
29	Malcolm Forbes	Barkingside
39	John Klausner	Ipswich
57	Martin Wallace	Ipswich
61	Colin Mullins	Welwyn Garden City
63	Joe Williamson	Norwich
67	Keith Margetson	Norwich
102	Malvin Mortor	Norwich
109	Kevan Neve	Norwich
125	Graham Overy	Red Lodge
136	Stuart Edmunds	Lowerstoft
166	Mick Wallace	Bury St. Edmunds
168	Malcolm Gurning	Norwich
171	Malcolm Fuller	Norwich
217	Jim Hammond	Norwich
317	Keith Overy	Ely
SOUTH		
6	Bill Roberts	Basingstoke
8	Mick Hilton	Poole
20	Roger Wilkinson	Aldershot
51	Ray Reynolds	Grays
56	Harry Dent	Basingstoke
73	Chris Colliver	Balham
93	Blondie Melbourne	Yateley
100	Dave Melbourne	Yateley
104	Firary Fred	Dorking
149	Trevor Handley	Petersfield
242	Maurice Jenkins	Petersfield
379	Shelia White	Southampton
380	Dennis White	Southampton
387	Bob LeFeaux	Bournemouth
465	Gordon LeFeaux	Bournemouth
499	Daniel Farmer	Tunbridge Wells
473	Hames Widgery	Southampton
578	Paul Annetts	Brighton
600	Ron Ball	Kinson
652	Terry Mears	Epsom

No.	Name	Hometown
FORMULA ONE STOCK CARS		
RED GRADE		
5	Gordon Perren	Welwyn
51	Mo Smith	Aveley
238	Les Mitchell	Oxford

BLUE GRADE		
3	Ray Pearce	Deptford
24	Alan England	Brentwood
41	Barry Bye	Arlesey
111	Roy Wilson	Upminster
227	Dave Saunders	Aylesbury
267	Ian Ireland	Nazeing
404	Ernie Smith	Buntingford

YELLOW GRADE		
17	Melvyn Bassey	Walworth
55	Jim Bashford	Rainham
90	Jimmy Wilde	Welwyn Garden City
104	Alan Casserley	Hatfield
352	Pete Shepherd	Welwyn Garden City

WHITE GRADE		
4	Brian Phillips	Tewin
10	Terry Kirk	Rainham
18	Marty Page	Ipswich
26	Kevin Dowdall	Halstead
39	Geoff Keeling	Upminster
88	Peter Bashford	Stanford Le Hope
116	Johnny Hewer	Loughton
121	Ken Sanders	Ely
254	J. Shields	Ashford
317	John Taylor	Horsham
450	Neville Hopkin	Ely

PRODUCTION CAR RACE

Martin Lamb	MG Midget
Ken Jacob	Avenger Tiger
John Brundle	Toyota C 2000GT
Richard Quadling	Escort
Louise Wickins	Triumph 1300
Alan Neal	Mazda 1.6
Bassam Hatters	Opal (2.5)
John Butcher	Ford 2000
Errol Flynn	Ford Escort
Chris Medler	E-Type Jag
N. S. Grant	Rapier
Philip Denney	Hillman Imp
George Ermini	Mini
Cyril Caines	Ford Escort
Terry Thomas	MGB
Eddy Poave	Ford
Brian G. Cox	Triumph 2000
Martin Lamb	MG Midget
Pete Drew	Ford Escort
Colin Richards	Escort 1300
Chris Simmons	Mini 22TPH
E. J. Furniss	Ford Anglia
P. P. Tinker	Ford Cortina Mk3
Peter Gatehouse	Triumph 2.5PI
J. Watson	Morris Mini
Brian Holt	Lotus Cortina

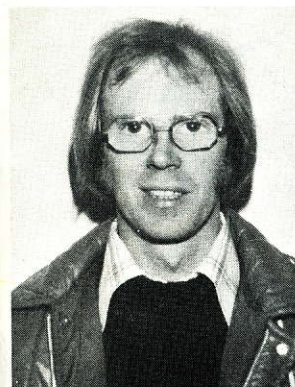
Northern Ireland Contenders

No. 7H Brian McGinley Age 25 years. Married, factory fitter. Started Hot Rod racing 1975. Drives a very well prepared BMC Mini. Engine prepared by Richard Longman. Hoping to do well on his first trip to the Ipswich Stadium.

No. 410H. James Murray Age 27 years. Married, Garage Proprietor in his home town of Ballymoney. Started Formula II Stock Car racing 1969. First Irish Driver to move from White Roof to Red Roof in his first grading period. Won World Championship for Formula II Cars at St Austell, 1972. Won Irish Championship for Formula II Cars, 1972. Changed to Hot Rod racing 1975. Drives a Holby engined Ford Escort. Hoping to do well on his first trip to the Ipswich Stadium.

No. 155H. Ernie Kirkpatrick Age 31 years, Married with a family of two. Garage proprietor in his native town of Ballymena. Started production car racing at the Aghadowey Stadium in 1971. Irish Production Car Champion 1972/1974. Started Hot Rod racing in 1975. Drives a very well prepared BMC Mini. Hoping to do good on his first trip to the Ipswich Stadium.

No. 10H. Robert Francey Age 29 years. Married with a family of two. Works Manager of Synthetic Fibre Plant, Ballymena. Started Production Car Racing at Aghadowey Stadium in 1972. Changed to Hot Rod racing in 1975. Drives a very well prepared Vulcan Engined Escort. Hoping to do well on his first trip to the Ipswich Stadium.



Ernie Kirkpatrick



Brian McGinley



Robert Francey

North O' The Border



Les Clark



Vic Russell



Bill Pullar



Gordon McDougall

The six qualifiers for the Super's 'British' fought just as hard as the Hot Rod boys did for their place in the World Championship.

First we have our Points Leader Les Clark (39) from Glasgow. A very solid and consistent driver, races well and makes very few errors.

Next to mind is Bob Morton (55) from Abernethy, the open Scottish Champion. Well deserved his victory earlier this year to get this title—does very well on wet surface.

Scottish Champion Les Brown (84) from Bathgate. A very steady driver, can make the odd burst to take the chequered flag.

Bill Pullar (81) from Falkirk. Second in the points race, is a more erratic driver, but can pull off some brilliant wins, as does:

Vic Russell (94) from Dunfermline. Some days brilliant and others nothing goes right, and lastly

Gordon McDougall (41). Started racing late in the season. Gordon, from Edinburgh, has done well to qualify, he is no stranger to Foxhall Heath raceway.

How do we rate our chances?—every year we improve when racing away from home. Could it be that 1976 is our year for victories?

The fighting spirit is there and the supporting fans cheering and encouraging are as numerous as ever, and those who could not be here are wishing every stock car competitor Good Luck and great racing.



Bob Martin



Les Brown



▲ 636 "Big Fry" Self gets the turn around treatment from 776 Tony Jones.

▼ 209 Barry Watson being pressed by 417 Roger Warnes.



▲ Dynamic Banger trio at Ipswich.

▼ '75 World Champ Neil Bee in the 482 car comes under pressure from 380 Alan Cayzer at Ipswich.



STOCKS SUPERSTOX BANGERS

Specialists in scrap car disposal
WHIP STREET MOTORS

GEOFF BAKER (PROP)

Scrap Metal Merchants & Demolition Contractors. Used car Spares always available

All types lorries wanted for Breaking.

Council Appointed Scrap and Car Disposal Services

Great Whip Street, Ipswich. Telephone Ipswich 54483 and 830719 (Works)

See Whip Street Motors Trophy for Hot Rods.

DEE PEE RACEWEAR

RALLY JACKETS - MANUFACTURERS' TEAM COLOURS
 NOMEX - PROBAN FIREPROOF OVERALLS

LOOK FOR THE SALES VAN AROUND THE RACEWAYS

RING BROWNHILLS 6841

FOR YOUR



REFRESHMENT

SEE TOLLY COBBOLD TROPHY RACE FOR STOCK CARS

BURTON

621-631 EASTERN AVENUE,
 ILFORD, ESSEX,
 IG2 6PN, ENGLAND

PERFORMANCE CENTRE LTD
 01-554-2281/2

SUPPLIERS OF ALL TYPES OF TUNING & PERFORMANCE EQUIPMENT INCLUDING:- HEADS, CAMS, EXHAUST & INLET MANIFOLDS, CARB KITS, STEEL & ALLOY WHEELS, RACING TYRES, ROLL CAGES, HELMETS, RACEWEAR, COMPETITION ENGINE SPARES, ETC.

ENGINEERING Co.
 01-554-0920

PRECISION ENGINE RE-MANUFACTURERS & SPECIALISTS IN DYNAMIC BALANCING. SERVICES INCLUDE:- BORING & HONING, RE-SLEEVING, CRANK GRINDING, RE-SURFACING, BEADBLASTING, ETC. SUPPLIERS OF SERVICE EXCHANGE:- CYLINDER HEADS, CRANKSHAFTS & CON RODS, ENGINE UNITS, FLYWHEELS, FORD DIFFERENTIAL UNITS (TIMKEN). ALL PISTONS, BEARING, GASKETS, ETC. SUPPLIED.

SEE BURTON
 PERFORMANCE CENTRE
 TROPHY SUPERSTOX

Why We're Here

BY LES THACKER

BP Motor Sport Manager



Well, as they say on the Pier at the start of another jolly summer season: 'Here we are again'.

And, as far as we, the sponsors, are concerned, this is the third time we're joined together to support this World Stock Car Championship.

We're glad to be here because we're convinced it's a really worthwhile two-day event providing some spectacular racing, and we only hope you will find it as rewarding.

You may not realise it, but BP has been involved with the sport nearly eight years now, in fact we were the first major oil company to move in and support oval racing. It started when the then editor of 'Custom Car' magazine, Mike Hill, Put a proposal for a joint sponsorship to our chief, Geoff Sheppard.

In those days, stock car racing had not achieved the 'acceptance' in the media that it currently enjoys, so it was a pretty far sighted decision on the part of Geoff and Mike to 'go in' with some support. Roger Fennings who was then the Public Relations Officer for Spedeworth bent over backwards to give us, and 'Custom Car' full recognition, and although we kicked off with some apprehension it very soon became clear that the world of stock car racing warmed responsively to outside commercial interest, and in fact this situation has remained over the years between.

I'll never forget last winter when we staged the annual BP-'Custom Car' meeting at Wimbledon. We had a chap going round the car park asking drivers to put a BP decal on their cars just for that meeting. The majority were happy to do so and one driver summed it all up with the comment 'Sure mate, you're helping us, we'll help you'.

That's the sort of attitude that goes a long way to keeping a sponsor on your side and I'll stick my neck out and say it just wouldn't happen in a good many other sports. The reply would have been: 'Sure mate, what's it worth'.

I mentioned Roger Fennings just now. To be fair I must also mention 'Mr Stock car' Les Eaton, and the imperturbable John Clark who

have maintained the tradition of seeing that the sponsor gets value for money.

There's no doubt we in BP—and I reckon this goes for Colin Gamm and 'Custom Car' magazine—are very happy with our investment in your sport and we only hope you think it's worthwhile having us around.

Why do we do it? Well, we'd be the last to suggest that the sight of a BP Shield on a race car would make you rush off to one of our petrol stations, but it may be that when you're in the sort of situation where you have to choose, like when you're buying motor oil—you'll just choose us rather than the other fellow. We hope!

For the record, the BP Super Visco F3 Championship organised by the BARC visits 11 circuits in the UK. If you don't know already, F3 is really the racing 'nursery' where all the big F1 names start out. Gunnar Neilson, the current John Player Lotus F1 driver won the F3 Championship last year and such former names as James Hunt and Ronnie Peterson were all brought up on the tough F3 circuit. In case you get the chance to see any action here's the rest of the 1976 programme:- **July 17**-Brands Hatch RAC Grand Prix; **Aug 15**-Mallory Park; **Sept 12**-Thruxton; **Sept 19**-Snetterton; **Oct 31**-Thruxton.

We're also in motor cycle racing on a highly selective basis. Dave Potter is one of 'ours' so are those headline making side car champions George O'Dell and Alan Gosling.

Finally, we're putting our 'toe' into another sport this year—Go-Karting. We're sponsoring the first Euro-Kart Championship involving Denmark, Sweden, Holland, West Germany and the UK at Oulton Park on Saturday, August 28. But back to oval racing and our involvement for 1976. We'll be holding another BP-'Custom Car' night in October with the usual side attractions and our individual support this year covers top drivers Steve Monk, Duffy Collard, Tony Marren and Bob Howe.

Good luck and enjoy the meeting.

Here We Are Again

... and co-sponsoring the World Hot Rod Championship for the fifth year running, along with our buddies from BP. Five years; it hardly seems like five years since we became involved, probably because it's such an easy, obvious relationship. Which is another way of saying we're proud to be involved, that the event's become a part of our way of life, and that you'll probably be reading more waffle from yours truly a year hence, in a programme not dissimilar from the one you are now holding. Stock car racing, as anyone who has seen the magazine will know, is an important part of our staple diet. We've been with it since the magazine first appeared in 1970, and it's comforting to look back and reflect on the fact that however much everything else may have changed in the interim, stock car racing has become bigger, better, and rightly gets more regular coverage than before. In our current issue, for instance (on sale here at the stadium, plug), we've looked at the top six drivers in the points chart, talked to them about their chances, looked at the opposition and tried to sort out who's going to win. It's a



George Polley: Says his chances are 'not bad'; that Barry Lee is most likely to win, thanks to his reliable car; that Derek Fiske could 'if he pulls his finger out!'

fairly impossible task, but you can read our ideas and predictions, plus highlights of the last five years, just by flagging down the nearest magazine seller.

Obviously, we're putting our money on Bob Howe and George Polley (like the photographs, do you?), and likewise hope that our sponsored superstockstar is going to clean up at the British Superstox Championship. You listening, Dave?

Whoever wins, it's going to be a terrific weekend, and one that I have been looking forward to all year. And the really good thing about it? I *know* I'm not going to be disappointed, that's what.

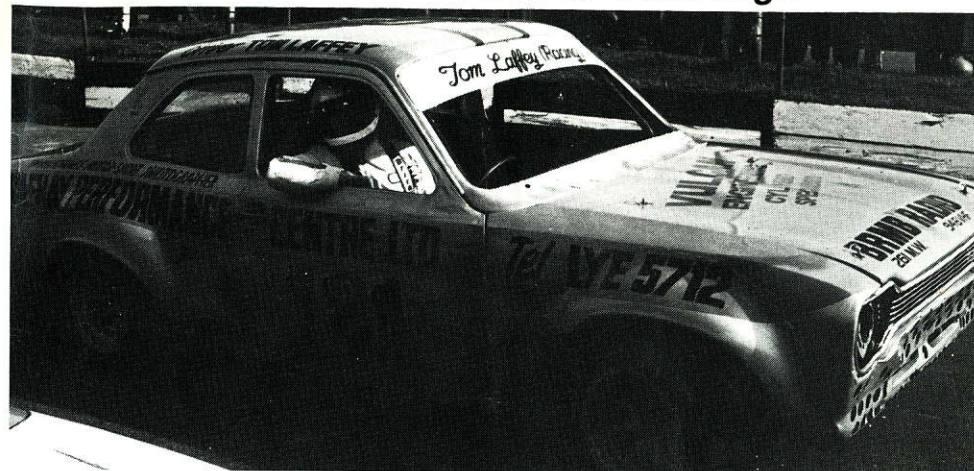
And now it's reminder time. A reminder that we're holding our second National Custom Car Show at Olympia, London, from 27 November to 5 December, and if you miss it you'll only have yourself to blame. It's far too early to tell you just what goodies we've got lined up, so just remember it'll be a live, flesh and tin version of the magazine. Which means—and I'm not at all biased—the best thing that could happen to you since last year's show. See you there.

Colin Gamm/ Editor



Bob Howe: Reckons he's got a good chance of winning, given a good grid position in the draw. If not, Micky Hall will win, if he finishes the race.'

The first Midland Hot Rod Club Challenge



Tom Laffey 121 From Heath Hayes, Staffs. The joint National ¼ mile lap record holder with a time of 14.8 secs. He has been around the small ovals for a number of years, picking up numerous titles and trophies on his way. He was the National Champion from 1973-75, South African Champion in 1973, and on his

third visit to SA in 1975 he captained the British Lions in the Test Match series.

Tom is married with two sons and runs his own performance centre at Lye, Worcestershire, where he builds his ever immaculate rods. He is hoping for third time lucky this afternoon, having raced in the 73 and 74 finals.

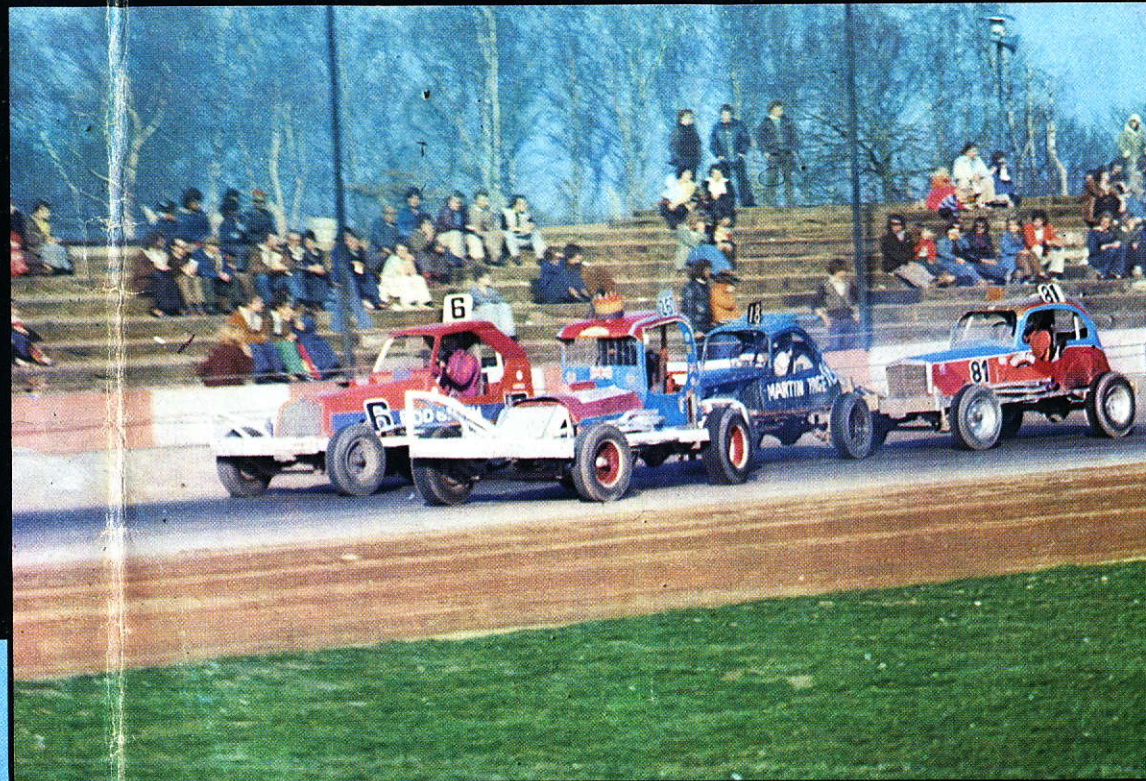


Gordon Bland 356. From Knowle, Warwickshire. Jointly holds the National ¼ mile lap record with Tom. He has been racing for six years, always managing to keep a blue or red stripe on his roof. During the winter he became discontented at being just another rod driver, it had to be the top or nothing. After spending a

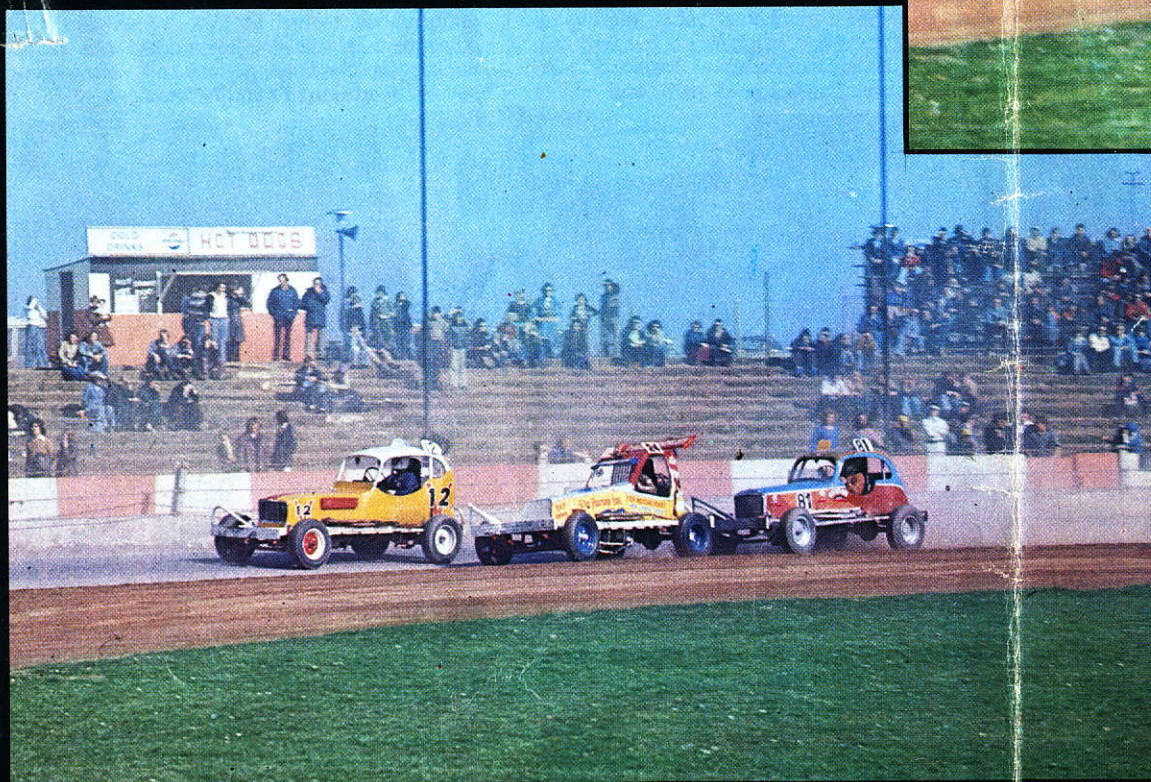
few bob and doing a variety of demon tweaks he has been collecting a few chequered flags. When asked how he rated his chances this afternoon, he said he wouldn't bother coming if he didn't think he could win the title. Who knows, this 29 year old insurance broker may be taking a trophy home to his wife and child.

The Mindbending World

OF THE FORMULA 1
SENIOR STOCKS



▲ 267 Ian "The Terrible" Ireland turns on the power to keep 81 Pat Driscoll, World Champ, at bay.



◀ Mick Morris's No. 12V12 Jag powered stocky leads the pack at Ipswich.